dead employees shall be provided employment as per their eligibility.

[English]

Hauling of Trains

5007. SHRI HARADHAN ROY: Will the Minister of RAILWAYS be pleased to state:

(a) whether long distance Mail/Express and goods trains are hauling with the diesel engines from Howrah to Asansol;

(b) if so, the reasons therefor; and

(c) the steps proposed to be taken for hauling all the long distance trains by the electric locos upto Asansol and change the locos at Asansol for the main line?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) Yes, Sir.

(b) Such haulage is being done due to operational requirements.

(c) This movement is likely to be eliminated once electrification of the missing link is completed.

Alternative Route to Howrah

5008. SHRI BALAI CHANDRA RAY: Will the Minister of RAILWAYS be pleased to state:

(a) whether an alternative route to Howrah could be provided from Barddhaman connecting it with Sehara Bazar-Raina to Arambagh-Tarakeswar; and

(b) if so, the steps proposed to be taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) No, Sir.

(b) Does not arise.

Industries at Tarapur

5009. SHRI CHINTAMAN WANAGA: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether a team from the Ministry has paid a visit to the Tarapur Industries Estate at Tarapur in the Thane District for the inspection of polluting industries;

(b) if so, the findings of the team; and

(c) the action taken by the Government thereon?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (CAPT. JAI NARAYAN PRASAD NISHAD): (a) A team comprising of the representatives of the Ministry and the Maharashtra Pollution Control Board visited the Common Effluent Treatment Plant (CETP) installed in Tarapur Industrial Area. The team did not visit any individual units located in the industrial area.

(b) and (c) The team reviewed the related issues pertaining to the operations and maintenance of the CETP. A number of suggestions to overcome the operational problems and increasing the efficiency of CETP were made during the visit which were later on communicated in writing for compliance.

Wheel Flange Lubricators

5010. SHRI TARIT BARAN TOPDAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether twenty five Microprocessor Controlled Wheel Flange Lubricators were fitted in WAG5 Electric Locomotives at the South Central Railway's Vijaywada Electric Loco Shed in 1989;

(b) whether the Micro-processor Controller Boards were missing from at least the twelve locomotives;

(c) whether each of the Controller had a locking arrangement to prevent the theft;

(d) if so, the reasons for such thefts;

(e) the action taken by the Government in this regard; and

(f) the duration of time for which the wheel Flange Lubricators had to be kept idle due to the missing of the Controller Boards indicating their number?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) Twenty four microprocessor controlled flange lubricators were fitted in WAG5 locomotives of Electric Loco Shed, Vijayawada in 1989 and one lubricator was fitted in an electric locomotive in Electric Loco Shed, Arakkonam.

(b) Yes, Sir.

(c) No, Sir.

(d) The microprocessor controller boards have resale value and hence appear to have been stolen while the locos were working on the Railways.

(e) A locking arrangement was provided to prevent theft.

(f) Twelve wheel flange lubricators were kept idle for periods varying from two years to five years due to the missing of the printed circuit boards.